

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

17 January 2002

AM 10:00 CONVENE, Suite 312, 441 F Street, NW, Washington, D.C 20001

I. ADMINISTRATION

- A. Approval of minutes: 20 December 2001
- B. Dates of next meetings: 21 February 2002
21 March 2002
- C. A report on the lack of email access due to the Indian Trust Fund lawsuit with the Department of the Interior.
- D. A report on the collegiate design competition for improving the appearance of the Washington Monument temporary security facility.
- E. A report on the directive from the Office of Management and Budget for revisions to the National Capital Arts and Cultural Affairs Program to make it a competitive grant and to transfer the program to another agency.
- F. A report on the lecture and forthcoming publication to commemorate the 100th anniversary of the McMillan Commission Report.

II. SUBMISSIONS AND REVIEWS

A. Department of State

CFA 17/JAN/02 - 1, Intelsat. International Center. Connecticut Avenue and Van Ness Street, NW. Security improvements.

B. Federal Reserve System

1. CFA 17/JAN/02 - 2, William M Martin Building. C Street and Virginia Avenue, NW. Security bollards. Design.
2. CFA 17/JAN/02 - 3, 1709 New York Avenue, NW. Security bollards. Design.

C. Smithsonian Institution/National Zoological Park

CFA 17/JAN/02 - 4, National Zoological Park. Directional sign program. Designs.

D. General Services Administration

1. CFA 17/JAN/02 - 5, Wilbur J. Cohen Building. 330 Independence Avenue, SW. Temporary banners for the 60th anniversary of the Voice of America. Design.
2. CFA 17/JAN/02 - 6, National Building Museum. 401 F Street, NW. Landscape plan. Design.

E. Department of the Navy

CFA 17/JAN/02 - 7, U. S. Naval Observatory. 34th Street and Massachusetts Avenue, NW. Main Gate Entrance Sign. Design. (Previous: CFA 18/MAY/00-6).

F. Washington Convention Center Authority

CFA 17/JAN/02 - 8, New Convention Center. Mount Vernon Square north, between 7th and 9th streets and Mount Vernon Place and N Street. Streetscape design. (Previous: CFA 15/OCT/98-1).

G. D. C. Office of Property Management / Fire Department

CFA 17/JAN/02 - 9, Engine Company No. 20--Tenleytown Station. 4300 Wisconsin Avenue, NW. Addition and renovations. Design.

H. District of Columbia Department of Housing and Community Development

CFA 17/JAN/02 - 10, Washington Marina. 1300 Maine Avenue, SW. Replacement docks. Design.

I. District of Columbia Public Schools / U.S. Army Corp of Engineers

CFA 17/JAN/02 - 11, McKinley Technical Senior High School. 2nd and T streets, NE. Phase III, New entrance addition Revised concept. (Previous: CFA 15/NOV/01- 15)

J. D.C. Department of Public Works / Georgetown Partnership BID

CFA 17/JAN/02 - 12, Georgetown Business District. M Street and Wisconsin Avenue. Streetscape design. Revised design (Previous: CFA 19/JUL/01- 11).

K. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I.

2. Shipstead-Luce Act

Appendix II.

**OLD GEORGETOWN SUBMISSIONS
RECOMMENDED ACTIONS**

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 01-170 HPA. 01-339	1247 35th Street, NW Stephen and Meredith Peterson Residence	Rear in-fill addition - conceptual

RECOMMENDATION: Returned without Action. Although there is no objection to general concept of a rear in-fill addition, case has been on HOLD for a long period of time pending submission of supplemental drawings for review. File new submission of design development drawings with concept application for review by the Commission when ready.

O.G. 01-191 HPA. 00-395	3242 M Street, NW Georgetown BID Georgetown Visitor Center	Projecting sign - permit
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RECOMMENDATION: Recommend **AGAINST** issuance of permit for proposed projecting sign for the Visitor's Center for the Georgetown Bid. Recommend further study of alternatives. File new submission of working drawings, including sign details, with permit application for review by the Commission when ready.

O.G. 01-278 HPA. 01-591	1229 30th Street, NW Richard Ray Solem Residence	Alterations to rear and window replacement - existing - permit
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RECOMMENDATION: Recommend **AGAINST** issuance of permit for vinyl replacement windows which were installed prior to review and without a permit. Recommend 1/1 wood replacement windows to match original detailing as it appears in adjoining house in the row. Note is made that additional alterations have been completed on rear facade, including new French doors, metal balcony and spiral stair, and window lintels and trim, which are visible from public thoroughfare and are not appropriate to the historic character of this house and the neighborhood. These alterations were completed without review or permit and should be removed and the facade returned to its original condition no later than 31 May 2002. File new submission of working drawings for a balcony of a design and detailing appropriate to the character of the historic district, with permit application for review by the Commission when ready.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 02-36	2739 O Street, NW	Roof deck
HPA. 02-55	Mia Lovink Residence	- conceptual

RECOMMENDATION: Returned without Action. Case was withdrawn by written request of applicant. All remnants of roof deck will be removed.

O.G. 02-71	3304 O Street, NW	Fence and new
HPA. 02-102	Jackie Pletcher Residence	double gate - permit

RECOMMENDATION: No objection to issuance of permit for proposed replacement 7'-0" high board fence and introduction of double gate off alley. Supports for the fence will not be visible from public thoroughfare. Fence will be stained or painted.

O.G. 02-72	1031 30 th Street, NW	Replacement
HPA. 02-103	Robert Striar Residence	fence at rear - permit

RECOMMENDATION: No objection to issuance of permit for proposed replacement fence on one side of rear yard. Proposed work is repair and replacement-in-kind to match remaining stockade fence. Recommend consideration of a future replacement with a board fence, which is preferred.

O.G. 02-73	1560 Wisconsin Avenue, NW	Awnings and
HPA. 02-105	Waria Saili Blimpie Subs and Salads Boardwalk Fries	signs - permit

RECOMMENDATION: Recommend **AGAINST** issuance of permit for awnings and signs as proposed. Submitted materials were insufficient for permit review. Applicant failed to attend public meeting where case was reviewed. File new submission of working drawings, including details and material samples, with permit application for review by the Commission when ready. Note is made that permit application was pending zoning review.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 02-76	3230 O Street, NW	Board fence
HPA. 02-110	Luis Torres	at rear
	Residence	- permit

RECOMMENDATION: No objection to issuance of permit for proposed 6'-0" high board fence along property lines with a 4'-0" wide gate to alley. Board fence will face alley and have wood lattice, no taller than new fence, on garden side. Fence will be stained or painted. Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval.

O.G. 02-81	3001 Dent Place, NW	Alterations and
HPA. 02-115	Tom Loughlin	replacement
	Residence	windows - permit

RECOMMENDATION: No objection to issuance of permit for proposed alterations, including new garage door, alterations to West facade, and window replacements which are custom-made built-on-site to match details of existing windows. Working drawings conform to approved concept. See previous Recommendation (O.G. 01-253). Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval.

O.G. 02-82	3113 N Street, NW	Replacement windows
HPA. 02-116	Christos Economides	and alterations to
	Residence	rear - conceptual

RECOMMENDATION: No objection to concept design for proposed replacement windows and alterations to rear. File new submission of working drawings, including details, with permit application for review by the Commission when ready.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 02-83 HPA. 02-117	1303 Wisconsin Avenue, NW Capital Management Concepts Paolo's Restaurant	Alterations and trellis at rear - permit

RECOMMENDATION: No objection to issuance of permit for proposed alterations to window openings and metal trellis with lattice at rear. Working drawings conform to approved concept. See previous Recommendation (O.G. 02-49). Applicant agreed to paint building and well as CMU building off alley. Note is made that the historic Little Tavern building should be returned to its original character of white metal panels with green trim. Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval.

O.G. 02-85 HPA. 02-119	1684 32nd Street, NW Steve O'Neill Residence	Alterations to rear, and new window openings - permit
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RECOMMENDATION: No objection to issuance of permit for proposed alterations to rear and new window openings at basement level as shown in supplemental drawings received and dated 10 January 2002, which indicate paired windows matching detailing of central mullion of existing windows above. Working drawings conform to approved concept. See previous Recommendation (O.G. 02-16). Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval. File separate submission of working drawings for alterations to rear yard, including parking pad, gates and board fence on brick wall, with permit application for review by the Commission when ready.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 02-86 HPA. 02-120	3336-3342 M Street, rear East Banc, Inc. Design Center West	Alterations and additions - revision to permit design - permit

RECOMMENDATION: No objection to issuance of permit for revisions to previously approved permit, including alterations to window openings and additions to buildings, part of the Design Center West complex, as shown in supplemental drawings received and dated 14 January 2002, which indicate second floor window facing C & O Canal matching first floor window. See previous Recommendation (O.G. 02-33) for concept review of revisions. Projecting triangular window was NOT approved as additional information was needed for review. File new submission of working details for this projecting window, with letter of approval from the National Park Service, with application for revision to permit for review by the Commission when ready. Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval.

O.G. 02-91 HPA. 02-127	1524 35 th Street, NW Georgetown Visitation St Joseph Hall/St Bernard Library	Replacement windows - conceptual
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RECOMMENDATION: No objection to issuance of permit for proposed replacement aluminum double hung simulated-divided-light windows to match detailing of existing windows at the St. Joseph Hall and St. Bernard Library, within the Georgetown Visitation complex. File new submission of working drawings, including details for replacement for large bow window, with permit application for review by the Commission when ready.

O.G. 02-93 HPA. 02-132	3328 M Street, NW East Banc, Inc. Ann Sacks	Light fixtures for sign - revised design - permit
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RECOMMENDATION: No objection to issuance of permit for proposed revisions to previously approved permit for sign, to include two light fixtures to illuminate wall-mounted sign reading "Ann Sacks" with low voltage lights as shown in supplemental drawings received and dated 16 January 2002 which indicate fixtures are mounted below sign. Note is made that permit application is pending final zoning review. Any modifications to the approved design as a result of further review in the permit process must be submitted to the Commission for approval.

17 January 2002

APPENDIX I : RECOMMENDED ACTIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 02-94 HPA. 02-139	1530 30 th Street, NW Edith Schafer Residence	Replacement fence - permit

RECOMMENDATION: No objection to issuance of permit for proposed replacement 6'-0" cedar board fence and gates. Fence and gates will be stained grey.

O.G. 02-104 HPA. 02-156	3057 Q Street, NW Timothy A. Chorba Residence	Roof replacement - permit
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RECOMMENDATION: No objection to issuance of permit for proposed replacement roof which is repair and maintenance work. Existing asbestos shingles will be replaced with Tamko Heritage Series 40 yr laminated fiberglass shingles. A copper roof will be installed over flat portion of roof at rear.

SHIPSTEAD-LUCE SUBMISSIONS RECOMMENDED ACTIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 02-019	14 F Street, NW Kelly's Irish Times	Sidewalk café - Permit

RECOMMENDATION: No objection to issuance of permit for sidewalk café as shown in drawings received and dated 7 January 2002, provided the tree on west side of property is retained and that umbrellas are a single color without lettering or product logos.

S.L. 02-020	2807 Chesterfield Place, NW W. Wahabi Residence	New single-family dwelling - Permit.
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RECOMMENDATION: No objection to issuance of permit for proposed new single-family dwelling as shown in drawings received and dated 7 January 2002. Working drawings conform to approved concept design. Any modifications to the approved design as a result of further reviews in the permit process must be submitted to the Commission for consideration. See previous Recommendation (S.L. 02-003).

S.L. 02-021	6017 16th Street, NW Philips Residence	Side addition - Permit
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RECOMMENDATION: Recommend **AGAINST** issuance of permit for side addition to single-family dwelling as proposed. Submitted materials were insufficient for permit review. File new submission of working drawings, including elevations, details and material samples, with permit application for review by the Commission when ready. Note is made that permit application was pending zoning review.

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NATIONAL BUILDING MUSEUM
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MEETING OF THE COMMISSION OF FINE ARTS

17 January 2002

The meeting was convened at 10:10 a.m. in the Commission of Fine Arts offices in the National Building Museum, 441 F Street, N.W., Washington, D.C. 20001.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Harry G. Robinson, Vice-Chairman
 Hon. Carolyn Brody
 Hon. Donald A. Capoccia
 Hon. Barbaralee Diamonstein-Spielvogel
 Hon. Pamela Nelson
 Hon. Eden Rafshoon

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Frederick J. Lindstrom, Assistant Secretary
 Ms. Sue Kohler
 Mr. José Martínez
 Ms. Susan Raposa

National Capital
Planning Commission
staff present:

I. ADMINISTRATION

A. Approval of the minutes of the 20 December 2001 meeting. The minutes were approved without objection.

B. Dates of next meetings, approved as:

21 February
21 March

C. A report on the lack of e-mail access due to the Indian Trust Fund lawsuit with the Department of the Interior. The Secretary reported on this very frustrating situation, which arose because of the lack of security in the Indian Trust Fund records, and the order by a Federal judge to the Interior Department to disconnect that portion of their electronic system that gave access to the

trust funds; Interior instead disconnected the whole system, which made things very difficult for a large number of people within the government and for the public at large. He said Ms. Raposa had been working to get the Commission connected to the Treasury Department's system, but that would take several months. Mrs. Brody asked how this situation had affected the Commission and was told that there was no electronic access to financial or personnel records and very little response to telephone or fax inquiries. The Chairman informed the members that they could have access to the Commission through the Assistant Secretary's personal address until the matter was settled.

D. A report on the collegiate design competition for improving the appearance of the Washington Monument temporary security facility. The Secretary said this competition was directed only to improving the appearance of the extremely unattractive temporary security building that was put up recently without any advice from the Commission or anyone else. He said the Assistant Secretary had suggested this competition as a way of involving the students at Howard and Catholic universities in the appearance of the city, and he asked Mr. Lindstrom to elaborate on it.

Mr. Lindstrom said the idea had come to him during a meeting with the Park Service on what to do with the building; he suggested that the best way to get some free thinking was to turn it over to the students in the two architectural schools in the District. He said that with the help of the Park Service and NCPC, a charette had been set up for this week, the boards would be collected on the 22nd, and on the 8th of February, a jury would review them, and with the assistance of the Building Museum, the winner would be announced at an event that evening. The design would be presented by the winner at the February meeting of the Commission, and if it received a favorable reaction, the Park Service could follow through on it and make the building a little more aesthetically pleasing while it was there. He said there had been a kick-off and orientation at the Monument, and while about forty students were expected, more than 100 attended.

E. A report on the directive from the Office of Management and Budget for revisions to the National Capital Arts and Cultural Affairs Program to make it a competitive grant and to transfer the program to another agency. The Secretary said it was not widely known that the Commission administered these grants, established a number of years ago under the auspices of Congressman Sidney Yates, to provide operating funds to the major cultural institutions in Washington presenting the visual and performing arts. The idea behind the grants was that as Washington was a federal government town, the arts organizations could not count on aid from a state government nor, to any large extent, any corporate funding. He said these grants were distributed by formula, and there was a maximum of \$500,000 with a base that each organization started from which was well over \$300,000. Now, he said, OMB had asked the Commission to send to its congressional committee a proposal to distribute the money on a competitive basis. The money would be transferred to the District government's Commission on the Arts and Humanities, with the Commission of Fine Arts acting strictly as a pass-through agency. Mr. Capoccia asked for more information on the District's commission. Mr. Atherton told him that, since the establishment of the National Endowments, each one of the states had an arts commission funded by the Endowments, and he thought that it had worked very well over the years. He said the Assistant Secretary had been administering the grant program for the Commission, and he asked Mr. Lindstrom if he had any further comments.

Mr. Lindstrom passed out information on both the existing and proposed programs and said he and the Secretary had had numerous conversations with OMB about their proposal. He said most of the limitations and requirements for qualification had been eliminated; all that was required was that the organization had to be based in the District, not be an academic institution, and be involved

primarily in the presentation of the arts. Essentially, the program would be transferred to the D.C. Commission on the Arts and Humanities with very little oversight or regulation as to who would be eligible.

The members had a number of questions about the program and the proposed changes, and the consensus was that OMB's proposal was not a good one, and that there were a lot of things left unanswered. There was unanimous support for a letter to the director of OMB expressing the Commission's concern, and for requesting that the NEA and the recipients of the grants write also, if they shared the Commission's views.

F. A report on the lecture and forthcoming publication to commemorate the 100th anniversary of the McMillan Commission Report. The Secretary reported on Prof. Jon Peterson's lecture at the Building Museum on 15 January, one hundred years to the day after the opening of the exhibition at the Corcoran Gallery presenting the McMillan Commission (or Senate Park Commission) Plan to the public for the first time. He noted that the Chairman had also participated in the program, conversing with Prof. Peterson on points he had brought up and on the Commission of Fine Arts and its long-standing relationship with the Park Commission Plan. He said the lecture had been very well received and was quite remarkable for the amount of new material presented; he added that Mr. Peterson had completed a book on the history of city planning in the United States which would be published within the next few months. Mr. Atherton noted also that he had written one of the essays to be included in the Commission's publication honoring the 100th anniversary of the Plan. He said there would be seven essays, now all in final draft form, and the book was at the point where the staff was looking for a publisher.

The Chairman suggested that Ms. Diamonstein, a well-known author of a number of books on architectural subjects, might be helpful. She said she would be happy to do what she could, and she found it a very exciting publication to look forward to, something that should interest a wide readership. Mrs. Brody said she, too, would be willing to approach several publishers. The Secretary thanked the members for their enthusiasm and said he would be in touch.

III. SUBMISSIONS AND REVIEWS

A. Department of State

CFA 17/JAN/02-1, Intelsat, International Center, Connecticut Avenue at Van Ness Street, N.W. Security improvements. Staff member José Martínez said this submission involved security for the vehicular access system—bollards, gates, arms—for the entrances off Tilden Street, International Drive, Connecticut Avenue, and a small parking lot. He introduced Donna Mavritte from the State Department, who then introduced architect Dieter Meyer from W.A. Brown Architects and several members of the Intelsat staff; she asked Mr. Meyer to make the presentation.

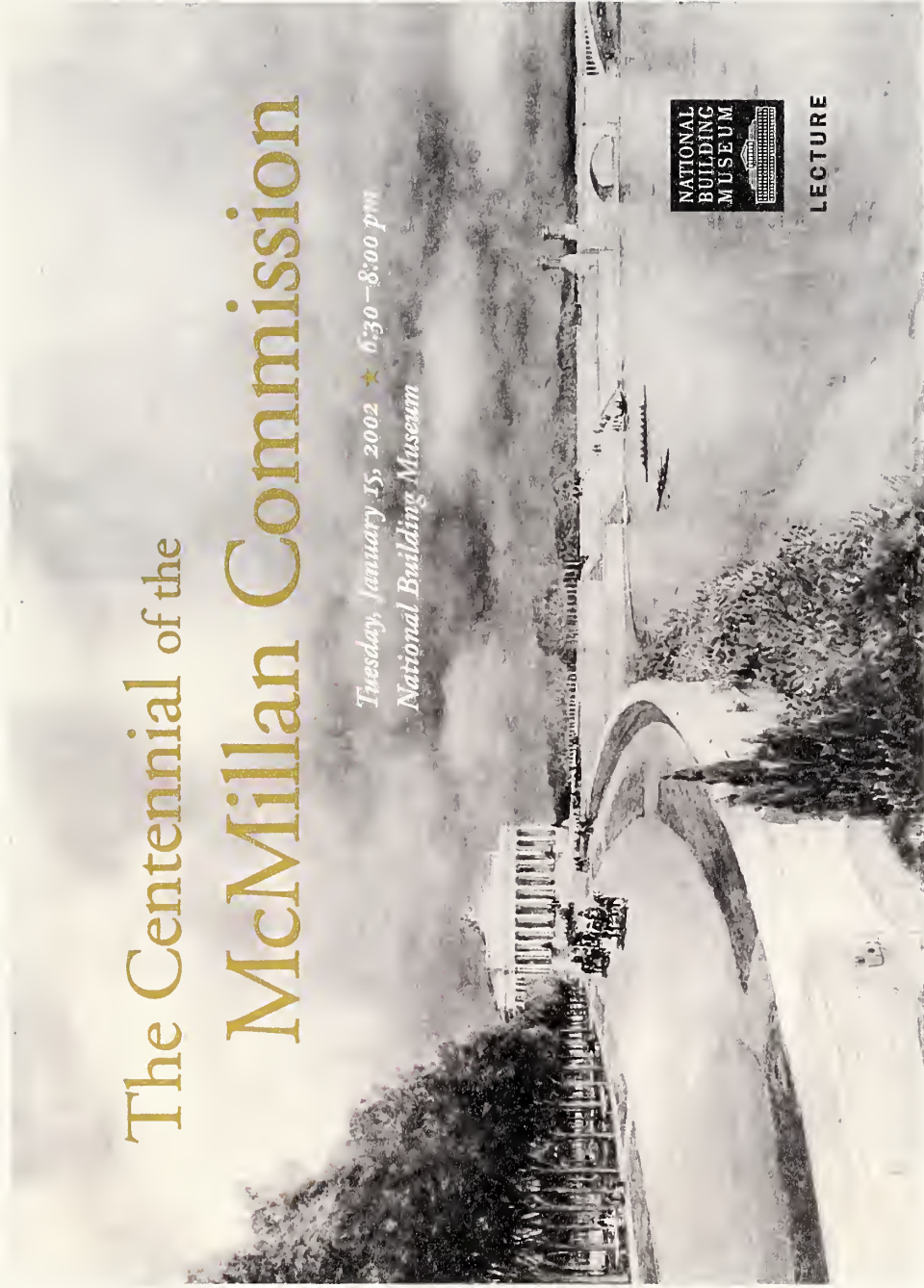
Mr. Meyer used a site plan to point out the principal points of entry, noting especially the main visitor entrance on International Drive, the adjacent small parking lot, and the entrance to the WJLA studios on Tilden Street. He pointed out also an additional section of the perimeter fence to be added in this area, near the Embassy of Kuwait, and gates in the existing perimeter fence which had seldom been used and would be retained and made functional. Bollards would be both fixed and retractable, depending on the situation. He showed a simulated photo of the International Drive entrance with fixed bollards in place. They would be concrete, in a color compatible with the building, with a metal cap that would match the building's metal cladding and recall the design of

The Centennial of the McMillan Commission

*Tuesday, January 15, 2002 ★ 6:30-8:00 pm
National Building Museum*



LECTURE



National Building Museum and the Commission of Fine Arts present

The Centennial of the McMillan Commission

Tuesday, January 15, 2002
6:30–8:00 pm

In 1901, Michigan Senator James McMillan asked the nation's leading architectural and landscape designers to devise a park system for the nation's capital. **Jon A. Peterson**, associate professor of history at Queens College of the City University of New York, will consider how the Commission seized the opportunity and produced a plan far bolder than McMillan first proposed. He will also explain how their efforts created the National Mall and set in motion a new city planning movement in the United States. After his presentation, he will discuss the legacy of the McMillan Commission with **J. Carter Brown**, chairman of the Commission of Fine Arts.

*\$10 Museum members; \$14 nonmembers.
Registration required.*



401 F Street NW
Washington, DC 20001
202 272.2448 * www.nbm.org
Red Line, Judiciary Square Station

COVER: Rendering of the new Lincoln Memorial on the National Mall, 1901. Courtesy Commission of Fine Arts

the stair towers. In answer to Ms. Nelson's question, he said there would be no lights in the bollards. Then Mr. Meyer showed the retractable bollards, to be used for garage entrance and exit points; they would be a matte stainless steel. Gate arms and crash barrier arms were also shown, and it was noted that they, too, would be harmonious with the color of the building—even the striping on the arms would be grey and black, rather than the usual orange and white.

The Chairman commended Mr. Meyer on the sensitivity of the design of these necessary, but usually not attractive objects. The other members agreed with his assessment, and the design of all parts of the project was unanimously approved. Exhibit A

B. Federal Reserve System

1. CFA 17/JAN/02-02, William M. Martin Building, C Street and Virginia Avenue, N.W. Security bollards. Design.

2. CFA 17/JAN/02-3, 1709 New York Avenue, N.W. Security bollards. Design. The Assistant Secretary said both these submissions were for bollards to be placed across the entrances to both buildings; he noted that the second building had just recently been purchased by the Federal Reserve. He introduced Keith Bates and Charlie House from the Federal Reserve to describe the proposals.

Mr. Bates began with the Martin Building. He showed drawings and a photograph, saying that there would be a simple line of precast, fixed bollards across the front entrance, with a stainless steel band on the top. The band would prevent damage to the bollard by skateboarders. He noted the flight of stairs up to the building and said the bollards would prevent vehicles from climbing them. In answer to the Vice-Chairman's question, Mr. Bates located the line of bollards more precisely, just inboard of the public property line, in front of a two-step rise, rather than closer to the main stairs, in order to provide maximum perimeter stand-off distance.

Turning to the building at 1709 New York Avenue, Mr. Bates showed a photograph, noting that the entrance was actually below the sidewalk level, and a vehicle could be driven right down into it. The proposal was to place a line of bollards at the sidewalk level in an arc, matching the shape of the upper entrance plaza. These bollards would also be precast concrete, but in a buff color to match the building, and they, too, would have a stainless steel top. He show photographs of existing bollards at the rear of the Martin Building, and said the new ones for both locations would be the same; there was a feeling among the members, however, that they looked rather squat and heavy. The suggestion was made that the addition of a stainless steel band not too far down from the top would improve them. Mr. Bates said he didn't see why they couldn't do that, and with that recommendation, the bollards for both buildings were approved. Exhibit B

C. Smithsonian Institution/National Zoological Park

CFA 17/JAN/02-4, National Zoological Park, directional sign program, Designs.

Mr. Martínez said this was a pedestrian sign program which would give directions, highlight exhibits, and include anything else required; the new signs would replace all existing signs. He introduced Michelle Kayon from the Zoo to discuss the program and introduce her consultants.

Ms. Kayon said this would be part one of a two-part project; the next phase would deal with traffic signs. She said the current program was a combination of signs put up in the 1960s, 1980s, and 1990s and was confusing to visitors. She said there were currently 154 signs, and they would be replaced with 140. She went through the various types of signs, which included map signs with

directions to various buildings, as well as hours and announcements for special events; map signs with "You are here" markers; "flag and pole" signs, which resembled street signs with arrows, several to a pole; hours signs for the points of entry into the Zoo; signs which would be placed in landscaped areas near the building entrances; restroom signs; signs with sleeves for inserting temporary announcements; and several other types. She said all the signs would be aluminum with baked-on polyurethane paint and vinyl lettering; construction would be modular so pieces could be repaired or replaced. Mr. Starke from ASI Signage was introduced to discuss the construction, durability, and cleaning of the signs in more detail.

Mrs. Brody said she was very impressed with the quality of the signs and the sign company's ability to deal with a lot of information and present it in a clear and consistent way--and at the same time actually reduce the number of signs. She recalled the Smithsonian's recent submission of signs for several of the Mall museums and thought the Zoo signs were much better. Mr. Capoccia observed that in the previous case, each museum was allowed to "do its own thing" to some extent and that did not contribute to orderliness or consistency. The Smithsonian's Harry Rombach, who was in the audience, said the situation was somewhat different with this submission since there was only one group, the Zoo, involved. The Vice-Chairman and Ms. Diamonstein replied, however, that the Smithsonian itself was one group, and all its parts should be treated as part of the whole.

There was no further discussion, the Commission was enthusiastic about the signs, and they were unanimously approved. Exhibit C

D. General Services Administration

1. CFA 17/JAN/02-5, Wilbur J. Cohen Building, 330 Independence Avenue, S.W. Temporary banners for the 60th anniversary of the Voice of America. Design. The Assistant Secretary noted that the graphics had been changed somewhat since they had been sent to the members the previous week, making them a little easier to read, and he said the proposal was to place banners on the front and the north and south sides of the building. He introduced Mike McGill from GSA to make the presentation.

Mr. McGill recalled that the VOA had placed banners on their building ten years ago to celebrate their 50th anniversary and were proposing to do it again for the 60th. They would be in place six months. The staff was asked for its comments, and Mr. Lindstrom said that in the past the staff had discouraged placement of large banners on buildings, particularly when they were to be hung on the face of the building; the preferred location was between columns or other natural openings. There was also some concern about having to drill into mortar joints or into the stone to hang the banners. He commented also that if this were a private building, subject to the District's building code, these would be considered non-conforming signs and would not be allowed. He noted that this type of large, billboard-type sign had brought strong negative reactions from the communities in which they had been placed. He agreed there was some precedent in this case because banners had been hung on the building for the 50th anniversary, although the Chairman said a 60th anniversary did not have the same importance as a 50th.

Ms. Diamonstein observed that the world was not the same as it was ten years ago, and she thought that with all the difficulties the VOA had had recently, particularly in the Czech Republic, its vulnerability should dictate that it not be made the target of unwanted attention. Mr. McGill asked to turn the presentation over to Joe O'Connell from the VOA to comment on this.

Mr. O'Connell said the security aspect had been considered, and the opinion was that the building was already clearly identified by signs on all sides, and they did not think the banners would cause any additional problems as far as calling attention to the building was concerned. He said their

feeling was that the banners would add a splash of color and let people know that something special was going on this year.

Mrs. Brody said she tended to agree with that because since 11 September the city had exhibited such a bunker mentality with its proliferation of Jersey barriers and other temporary security measures. She said she disagreed with the staff position on banners, because she thought they were needed to bring some life to the city. Ms. Diamonstein said that aside from her personal concerns about security, she thought there could be some halfway point at which the VOA's anniversary could be celebrated without adding to the visual clutter of too much signage, a problem that had affected most cities. The Chairman thought the problem had a lot to do with whether the signs read as banners or billboards. If they were plastered onto the side of a building like decals, they became more like outdoor advertising. One possibility, he said, would be to attach fluttering banners to the lampposts around the building; they would be more pedestrian-friendly and perhaps more festive.

The new design for the graphics on the banner was examined, and the Chairman commented that it would look better if the yellow were removed and just the red, white, and two shades of blue used. Tuleda Johnson, the VOA's art director, suggested that the banners might be more of streamer-type, perhaps placed between the columns at the corners of the building, so that they would be more low-key and smaller in scale. There was no further discussion; the design, as presented, was disapproved, and Mr. O'Connor and Ms. Johnson were asked to work with the staff and come back with a revised design. Exhibit D

2. CFA 17/JAN/02-6, National Building Museum, 401 F Street, N.W.
Landscape plan. Design. Before the discussion began, Mrs. Brody asked to recuse herself from voting on this project, because of her position as chairman of the Board of Directors of the National Building Museum. It was agreed that she should do so, but that she could stay at the table and take part in the discussion.

The Assistant Secretary introduced this submission, noting that other related details, such as lighting and the possible installation of a staircase at the northeast corner of the site, would be brought in later. He introduced Mike McGill from GSA and their horticulturist, Janet Kenoyer, who showed slides. She said the first step would be to install an irrigation system and do some soil work, and they wanted to get started on that as soon as possible. There were some specific design problems that needed to be addressed, and she also wanted to discuss general concepts. The biggest problem, she said, was the Bradford pear trees on the F Street side, which had to be pruned several times a year to keep them from growing so tall they hid the building's famous frieze. She suggested white crape myrtle trees for this location, of the variety "Natchez", saying they would stay below that height and needed pruning only once per year. In front of the crape myrtles would be cherry laurel, and in front of that "Autumn Joy" sedum, which was green in the summer, wine red in the fall, and bore pink flowers. The mulch beds would be removed and replaced with mondo grass. Yellow coreopsis would be planted near the entrance walk.

Turning to the west side, Ms. Kenoyer said the same plants would be used close to the building, with a variety of others, including grasses, along the pathways. Two berms would be added, one on each side of the sculpture, to break up the large central grass area.. Both the Chairman and Mr. Capoccia remarked on the seeming lack of symmetry on this side, but Ms. Kenoyer said it was probably because there were various mechanical equipment installations that had to be dealt with. The Vice-Chairman thought the berms were unnecessary and that there was sufficient interest provided by the sculpture sitting in the large expanse of lawn. Ms. Diamonstein agreed, saying she thought the west side was too fussy and too colorful. Mrs. Rafshoon added that many of the plants

were too delicate for such a strong building. The Chairman and Mr. Capoccia shared the views of the other members, with the Chairman adding that the building was based on a Renaissance palace in Rome, and the landscaping needed to be bold and simple and not competitive with the building.

Ms. Kenoyer said she was expecting some of these comments, and she could make substitutions that would be more subdued, formal, and elegant. On the G Street side (north) she recommended planting a group of Yoshino cherries to the west of the entrance. On the Chairman's recommendation she would remove the grasses intended for the west side, and she thought, also, that she would find something else to replace the sedum and the coreopsis. There was further discussion of plant selection and of the lighting, which it was thought should be integrated with the landscaping. It was agreed that Ms. Kenoyer should return with alterations to the planting scheme based on the members' suggestions, but that the irrigation system and soil improvement plans could be implemented immediately. Exhibit E

E. Department of the Navy

CFA 17/JAN/02-7, U.S. Naval Observatory, 34th Street and Massachusetts Avenue, N.W. Main gate entrance sign. Design. (Previous: CFA 18/MAY/00-6) Mr. Martinez passed out the letter written to the Navy after the previous submission, and he said the recommendations had been followed to the letter. He reminded the members that the only sign being shown was the one for the circular planter at the entrance; the submission did not include the signs along Massachusetts Avenue seen previously. He introduced Larry Earle to show the design and answer questions.

Mr. Earle said the sign would be front-lit, with 6-inch letters incised in the granite to a depth of one-half inch; black ink would be applied to the incised area. Everyone was pleased with the design and it was unanimously approved.

Mr. Lindstrom then asked Mr. Earle what had been done about the removal of the Millennium Clock, something the Commission had been asking about for many months. Mr. Earle said he had requested this a number of times, but nothing had happened. There was a discussion about how this could be accomplished, and at Mr. Earle's request, the Commission agreed to write a letter requesting the clock's removal; Mr. Earle said he would give the Secretary the name of the person to whom it should be addressed. Exhibit F

(The meeting was adjourned for lunch at 12:13 p.m. and reconvened at 1:05 p.m.)

F. Washington Convention Center Authority

CFA 17/JAN/02-8, New convention center, Mount Vernon Square north, between 7th and 9th streets and Mount Vernon Place and N Street. Streetscape design. (Previous: CFA 15/OCT/98-1) The Assistant Secretary introduced architects Ted Mariani and George Kousoulas from Thompson Ventulett Stainback-Deveroux & Purnell-Mariani Architects to describe the plan to improve the streetscape around the new Washington Convention Center. Mr. Mariani began the presentation by thanking the Commission for the help received in getting their design approved in the early days of this project. Now, he said, they were at the point of considering streetscape improvements, and these would include doing the landscaping on the opposite side of the streets bordering the building, as part of a Memorandum of Understanding with the Planning Commission, so that the streets would have a certain consistency. Other than that, he said they were following the plans of the downtown Business Improvement District (BID) and the District's Department of Public Works in terms of selection of trees and other elements of the streetscape. He reported also that they

would be setting guidelines for the adjacent streets so that in the future, DPW would continue the pattern into the surrounding neighborhoods. With that, Mr. Mariani introduced George Kousoulas to describe the streetscape plan in more detail.

Mr. Kousoulas began with the streets across from the Convention Center, saying that they would either improve the existing brick sidewalks, or replace the concrete sidewalks with brick. New plantings would be put in almost everywhere except where there were good existing trees. New street lights, in the form of the Washington double-globe, twin-20 fixture, would be installed, and there would be new crosswalks, curb cuts, and crosswalk ramps all around the perimeter. The Chairman asked about the materials for the crosswalks and ramps; Mr. Kousoulas said that on the brick sidewalks across the street, the crosswalk ramps would be concrete, sometimes two at each corner, sometimes only one, set at a 45 degree angle. As the streets, with the exception of N Street, would have a concrete surface, the crosswalks would also be concrete, in a patterned dark charcoal color. As N Street would remain an asphalt street, the crosswalks would be a light grey concrete.

Turning to the sidewalks on the Convention Center side of the streets, Mr. Kousoulas said they would be made of grey precast pavers, set in a basketweave pattern, with a strip of light grey granite next to the building. Street lights would be the twin-20s, with four cobra fixtures at the corners of the intersections. The exception would be L Street, where the building's overhanging canopies made conventional lamppost installation difficult. The solution had been to hang the fixtures 25 feet above the roadway by cables attached to the building in a criss-cross pattern. The Chairman was disturbed by this because of the appearance of the wires and the lack of any tradition for this type of installation in Washington. He asked if perhaps a very thin curved pipe support would solve the problem and be more decorative. There was a long discussion about how this problem might be solved, with the Chairman saying that he couldn't believe the technology didn't exist to light that street effectively from almost anywhere.

Mr. Kousoulas then described the stone paving at the building entrances and at the Metro entrance at the corner of 7th and M streets. He noted that the northernmost block of the building had a different character—it was smaller in scale, there was more brick and less precast on the facade, and there was a more residential character to the bay spacing; therefore, everything about the streetscape was more modest in scale. Mr. Mariani pointed out a place where planting would be introduced to grow on trellises, so the residents across the street would not have to look out on a blank wall.

Mrs. Brody asked what dialogue the architects had had with the Historical Society, which would be opening the old Carnegie Library as the Museum of the City of Washington. Mr. Kousoulas said their landscape architect was also the landscape architect for the library, and they would be working with him and the Historical Society as the plans for widening the sidewalk and making modifications to the corners of the block on the library side of New York Avenue were developed. Mr. Lindstrom noted that Jeff Lee, the landscape architect, was in the audience, and he asked him to come forward to answer questions. Mr. Lee commented that the Historical Society's main problem on that side of their property was how to deal with the mammoth scale of the Convention Center and with pedestrian safety while crossing New York Avenue. Another concern was with keeping the green areas as green as possible by planting more trees and getting rid of a pedestrian walk in the center of the block. There were no questions for Mr. Lee, and with the exception of the lighting on L Street, the streetscape plan was unanimously approved. Exhibit G

G. D.C. Office of Property Management/Fire Department

CFA 17/JAN/02-9, Engine Company No. 20—Tenleytown Station, 4300 Wisconsin Avenue, N.W. Addition and renovations. Design. Mr. Martínez said this building would be on the

Historic Preservation Review Board's 7 February agenda for designation as a historic landmark. He introduced Ralph Cyrus, project manager with the D.C. Office of Construction Management to begin the presentation.

Mr. Cyrus described the fire station as a two-story building, without a full basement, erected in 1901, with a one-story addition completed in 1913; he said the gross square footage was 7,000 square feet.. He noted that it was designed at a time when fire equipment was drawn by horses, and therefore could not accommodate the technologically-advanced apparatus and its support systems that the community wanted. He said the new structure would preserve the Wisconsin Avenue, 40th Street, and Warren Street facades, and there would be a two-story, full basement addition; the approximate size of the facility would be 10,000 square feet. It would accommodate one of the tallest and widest ladder trucks in the department plus other advanced equipment. Two drive-through bays would eliminate the need to tie up Wisconsin Avenue traffic. A full basement would provide electrical, mechanical, and other service rooms, and the first floor would provide space for kitchen, dining, and reception facilities. Mr. Cyrus then introduced the architect, Bruce Zivic, from Zivic & Hurdle.

Before Mr. Zivic began, Mr. Capoccia asked if the Commission should be reviewing this now, as it was under consideration for historic landmark status. Mr. Martínez said the District's Historic Preservation Review Board was reviewing both the landmark designation and the presentation of the design for the addition. Mr. Lindstrom said the project had come to this commission under the law that requires the Commission of Fine Arts to review designs for District of Columbia public buildings, and he commented that it was probably very good timing that the District would get the Commission's advice before the landmark designation was considered.

Mr. Capoccia asked Mr. Zivic how the station had been able to function if it was designed for horse-drawn equipment? Mr. Zivic recalled that the station, designed in 1900, had had an addition in 1913, but had since outgrown that additional space also. He said the fire department's original plans called for demolition of the station and the erection of a totally new one. However, there were strong objections from the community, and so it was decided to try to preserve as much of the old station as possible and put an addition on it. He said an effort was made to find a new site, but none was available in the area. Mr. Zivic asked the members to consider the scale problems they had to deal with in adding on to the old station—the addition would have to accommodate much larger equipment and it would have to be built on a very restricted site. He mentioned the compromises that had to be made, the most important of which was that only two of the three bays could be of the drive-through type. There was also the extra half million dollars the fire department had to come up with to be able to keep the old building. He said that while the walls would be kept, the rest of the building would have to be entirely gutted, including the structure. The new building would have some elements that recalled the original building's design, enough so that the two structures could live together comfortably, but there would be no literal translation of details, and he admitted that the addition was certainly the "big brother" of the two buildings. The Chairman said he was not bothered by the discrepancy in size; he thought it was admirable that they were able to incorporate the historic building at all.

Ms. Diamonstein asked if there were any interior details that he would have liked to have retained, and he said there was really nothing, although they had managed to keep an original wood gear locker which would be adapted to use as an entertainment center in the firemen's day room. Mr. Capoccia thought the reason the addition looked so large was because of its height, and he asked if they had thought of bringing it down a little. Mr. Zivic said that given the height of the apparatus and the mechanical equipment above to remove exhaust, there was no way to lower the height; Mr. Capoccia suggested ramping down from the street, but Mr. Zivic said that would bring water

problems. The Chairman thought the project should be looked at as a combination of major and minor elements, with the new construction as "the building" and the historic building as an addition. He thought the architects had done an excellent job combining the two and did not see any problems. Mr. Zivic explained his rationale for doing a number of things that affected the design, and he said he was very proud of the fact that none of the necessary mechanical equipment was visible.

Julianne Mueller from the D.C. Preservation League asked to speak. She said there were already eleven firehouses in the city that had been designated landmarks, and a hearing would be held on 7 February to designate the remaining nineteen; she said it was highly unlikely that the Tenleytown building would not be designated. She said it was protected even now as the nomination had already been sent in. She talked about the importance of this firehouse to the neighborhood and to Wisconsin Avenue, and she said any addition must respect the role the building played throughout the years. She said the addition should be distinctive in design from the historic building yet compatible with its scale and character, and she did not think the design submitted met those standards. She said it would overwhelm the historic building, and its features simply imitated and enlarged those on that building, distorting the scale and proportion. She said both the staff of HPRB and many firefighters agreed that the height of the building could be brought down if the mechanical equipment were placed in the basement. She said her organization would be happy to work with the architect to refine the design.

Mr. Zivic explained his reasons for aspects of the building that Ms. Mueller had criticized, and Mr. Cyrus said they had not been aware of Ms. Mueller's group until very recently, but had worked with the ANC, the Tenleytown Historical Society and the staff of the HPRB all the way through the development of the design.

Mrs. Brody said she found the current design very attractive, sympathetic to the historic building and to a modern-day problem, and she thought it worked very well within the context of the neighborhood and should be approved. The Chairman suggested that she make a motion to that effect, which she did; it was seconded by the Vice-Chairman and carried unanimously. Exhibit H

H. District of Columbia Department of Housing and Community Development

CFA 17/JAN/02-10, Washington Marina, 1300 Maine Avenue, S.W. Replacement docks. Design. The Assistant Secretary said this was being submitted by the District Government on behalf of the Washington Marina, working with the Army Corps of Engineers. He located the marina on the southwest waterfront, near the Case Bridge, and said the submission was for the replacement of badly deteriorated wooden docks on piers. He introduced Joe Wolfe from the District government, and Bob Stickell, owner of the Washington Marina Company, and asked Mr. Stickell to make the presentation.

Mr. Stickell said the Marina occupied an area called Yacht Basin Number 1, a federally-owned facility, with the District having administrative control. It was commissioned around 1938 by President Roosevelt, and the marina constructed between 1939 and 1941; it was at that time that it was given the name Yacht Basin Number 1. Four lessees attempted to operate the marina from 1941 to 1951 and all failed. His grandfather took over in 1951, calling the enterprise the Washington Marina, and the family continued to operate it on a month-to-month basis. Mr. Stickell said Congress got involved in late 1997, looking for some stable leasing and implementation of needed improvements. He was able to negotiate a long-term lease in October 2000, which triggered federal monies to make the improvements possible. Mr. Stickell showed photos of the decaying docks. He

said the new docks would be designed by one of the top dock-builders in the country, Radisson Design, and they would be floating, rather than fixed, to take care of tidal variations. They would be safer, easier to maintain, and very cost effective. The new docks would be made of a recycled plastic material, available in a number of colors; he said they would prefer the tan color. He said that an extension of the pierhead line and a reconfiguration of the slips would give them 150 slips.

The Chairman said that his personal preference would be for a grey color rather than tan, as grey was the traditional color of a weathered wooden dock; the other members agreed. Mr. Stickell then showed drawings of the power pedestals that would be installed on the docks and which would function as lights as well as sources of power and water; they would be white in color. There were no objections, and the dock material, in grey, and the white power pedestals, were unanimously approved. Exhibit I

I. District of Columbia Public Schools/U.S. Army Corps of Engineers

CFA 17/JAN/02-11, McKinley Technical Senior High School, 2nd and T streets, N.E. Phase III, new entrance addition. Revised concept. (Previous: CFA 15/NOV/01-15) The Assistant Secretary recalled the previous submission, when the Commission criticized the circular form of the entrance addition as being too fortress-like. He introduced Michael Brodrick from McKissack & McKissack to show a revised design.

Mr. Brodrick recalled the severity of the original design, and he showed the new one, noting that a glass vestibule had been added that projected from the face of the building. This would help with heating and cooling and would provide a lantern effect during the evening hours. A canopy to shield students from the weather while they were waiting for rides had also been added; it would also add interest to the facade. He pointed to the tiebacks on the canopy, saying they were more of a whimsical addition, but would add interest. Narrow slot windows related to a series of windows along the east facade of the gym. Turning to the entrance steps, he noted a stepping down of the massing of the center retaining wall to lend a better sense of scale, and the removal of much of the solid masonry from the inner stair wall and its replacement with a pipe rail.

There was consensus that the glass vestibule had lightened up the fortress character of the entrance addition, but the heaviness of the steel framework bothered everyone. Mr. Brodrick said he had tried to relate it to the bridge structure, but it could be lightened. The tiebacks were seen as unnecessary, and Mr. Brodrick agreed; he said he had used them to add some interest and color. The Chairman suggested that a couple of flagpoles would do the same thing. As for the entrance stair, it was agreed that it was less forbidding, but it was thought that the stepping down of the center wall should be eliminated, and it should be kept low, with a gentle curve to reflect the curve of the entrance addition, and perhaps finished off with a simple run of pipe rail. The revised plans were approved for further development along the lines recommended; Mr. Brodrick was asked to bring the revisions to the staff for approval. Exhibit J

J. D.C. Department of Public Works/Georgetown Partnership BID

CFA 17/JAN/02-12, Georgetown Business District, M Street and Wisconsin Avenue. Streetscape design. Revised design. (Previous: CFA 19/JUL/01-11) Mr. Martínez recalled the Commission's conceptual review of this project, which included both M Street and

Wisconsin Avenue, and said this submission would be for approval of the final design for M Street. He said the Georgetown Board had reviewed the plans several times with the District's representatives, and then, with drawings in hand, had made a site inspection of the entire length of M Street in Georgetown. Based on this inspection, they had made some recommendations to the Commission, which he had circulated to the Commission before the meeting.

The Chairman said he had been very impressed by the Georgetown Board's report and by their very thorough site inspection. He suggested that the Commission might just approve the project based on the report and ask the city to continue working with the Board on the fine-tuning. Ms. Diamonstein said she would agree in principle, but there were two things she thought might not fall within the Commission's purview, and these were the possible elimination of a traffic lane and of parking meters. The Chairman and Mrs. Brody agreed. Ms. Diamonstein thought that since the District had prepared a presentation, the representative might give the Commission a condensed version, so that if any questions arose, there would be an opportunity for her to answer.

Michelle Pourciau, deputy director of the Division of Transportation, was then introduced. She said they had already begun making some changes based on the Board's recommendations, and she would point these out as she went along; there were also some things they were still having difficulty with, and they would continue working with the Board to resolve them. She noted the presence of Craig McClure from Lee & Liu, landscape architects, the District's consultant under a Washington Metropolitan Area Transit Authority (WMATA) contract, and said he would be able to walk the Commission through the boards and answer questions. She asked to comment on the elimination of a vehicular traffic lane to accommodate sidewalk widening, saying that when that possibility was first looked at, they were still in the concept stage; later on they found that it would be extremely difficult to align that kind of work with the urgently-needed utility repairs throughout Georgetown, and so consideration of it had been postponed indefinitely.

The Chairman suggested to Ms. Pourciau that she just point out what items recommended by the Board were causing problems or were not yet fully resolved. The transcript of her comments and the Commission's discussion is attached as Exhibit K. When Ms. Pourciau had finished, the Chairman told her the Commission would recommend her design to the District, and ask that she continue to work with the Georgetown Board on the items not yet resolved, as noted in the discussion. Exhibits K-1, K-2

K. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

Appendix I. Mrs. Brody asked Mr. Martínez about a case not on the Appendix involving unauthorized demolition at 3025-27 M Street, a property belong to Anthony Lanier. Mr. Martínez said it consisted of the demolition of the rear of a historic building in addition to other unauthorized work in the front of the building. He said the staff of the HPRB had also been involved in this, and the case had been placed on hold. The Appendix was then approved without objection.

2. Shipstead-Luce Act

Appendix II. The Appendix was approved without objection.

There being no further business, the meeting was adjourned at 3:07 p.m.

Signed,



Charles H. Atherton
Secretary

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

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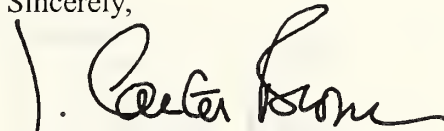
EXHIBIT A

5 February 2002

Dear Ms. Mavritte:

During its meeting 17 January 2002, the Commission reviewed and approved the proposed Secured Vehicular Access Control System for the Intelsat building located at the Department of State's International Chancery Center. The design of the security bollards at the pedestrian entrances is appropriately detailed to be consistent with the design of the building. The proposed fences and sliding gates will match the details of the existing fence around the Center. The modifications to the entrances off Tilden Street, and the introduction of arm gates on the driveway, will improve the traffic flow and the security at this approach to the Intelsat building.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

J. Carter Brown
Chairman

Donna Mavritte
Project Manager
International Chancery Center
United States Department of State
Washington, DC 20520

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EXHIBIT B

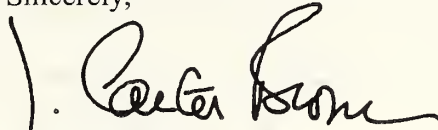
5 February 2002

Dear Mr. Frazier:

At its meeting on 17 January 2002, the Commission reviewed the designs for the installation of security bollards at the William M. Martin Building and the Federal Reserve System's building at 1709 New York Avenue. The members found the proposed location of the bollards acceptable, but requested the design of the bollards, for the front entrances to the buildings, be modified with the addition of an intermediate band of stainless steel in a shallow fillet. The band might be located toward the top of the bollard at approximately the third point. Please submit the revised design to the staff for final review.

Should you have questions or should a problem arise, please feel free to contact the staff for assistance.

Sincerely,



J. Carter Brown
Chairman

Mr. Robert E. Frazier
Director, Division of Support Services
Board of Governors of the Federal Reserve System
Washington, DC 20551

cc: Charles House, Federal Reserve System

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EXHIBIT C

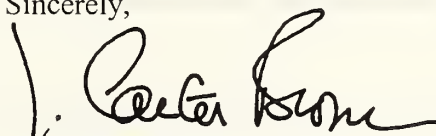
5 February 2002

Dear Ms. Kayon:

The Commission was pleased to meet with you during its 17 January 2002 meeting to review the proposed directional sign program for the National Zoological Park. The design of the signs was well received. The proposed signs will replace the existing signs to provide building identification, as well as location and programming information. Although the proposed signs vary in function and location throughout the Zoo, they will maintain uniformity in the detailing, which is an improvement over the existing condition. Reducing the total number of signs is also a plus. As such, the proposed sign program is approved. Once implemented, it should prove to be an example of a design approach that could be used at other Smithsonian installations.

We look forward to the review of Phase II of the sign program, addressing the vehicular traffic through the Zoo. As always, the staff is available to assist you.

Sincerely,



J. Carter Brown
Chairman

Michelle Kayon, R.A.
Head, Project Manager
Office of Facilities Management
Smithsonian Institution
National Zoological Park
Washington, DC 20008-2598

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EXHIBIT D

5 February 2002

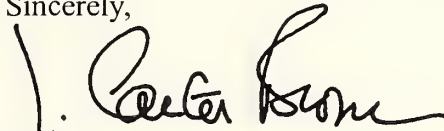
Dear Mr. McGill:

During its 17 January 2002 meeting, the Commission reviewed the proposed banners to be attached to the facades of the Wilbur J. Cohen Building, 330 Independence Avenue, for the Voice of America, and the proposal was disapproved. Considering the size of the banners and their method of mounting flat against the building, the members believe they would be considered billboard "wall signs" under the terms of the city sign code and would not be allowed on a private structure; in keeping with the intention of the city's laws they should not be allowed on government structures either. In addition, to attach the banners to the face of the building, holes will have to be drilled for mounting pins--this should be avoided by all means.

It was suggested the banners should be set free from the flat facades of the building allowing some movement of the fabric in the wind. There are several opportunities to achieve this goal at the Cohen Building. One is to place numerous but smaller banners on the light poles that surround the block of the Cohen Building. Another is to suspend the banners between the columns of the arcades at the corners of the building. Both locations would allow the banners to move in the wind, catching the eye and adding a bit of life to the building's architecture.

We look forward to the review of a revised design. Please submit when ready. As always, the staff is available to assist you.

Sincerely,



J. Carter Brown
Chairman

Michael McGill
Special Assistant for Regional Coordination
U.S. General Services Administration
301 7th Street, SW
Washington, D.C. 20407-0001

cc: Joe O' Connell, VOA
Tuleda Poole Johnson, Art Dir., VOA

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EXHIBIT E

5 February 2002

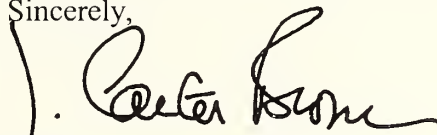
Dear Mr. McGill:

During its meeting of 17 January 2002, the Commission reviewed and disapproved the submission for a new landscape plan for the National Building Museum. The Members felt the planting plan as proposed was not an appropriate complement to the architecture of the building. The range of the proposed plants was found to be too diverse and should be simplified, avoiding grasses and other non-traditional, non-urban vegetation. In addition, the palette of colors should be limited to green and white for the foliage. The landscaping should have a simple boldness and simplicity, and a consistency of colors and plant materials that will be ancillary to the building and not competitive with it.

Also, the members questioned the need for the two berms in the west lawn and felt that the sculpture is best left to stand on its own without adding topography or flanking beds of flowers.

The members, knowing that the planting scheme will be revised, have no objections to the timely installation of the irrigation system and the white crepe myrtles on the south side of the property, provided they are a variety that will not grow too tall. When details of a new lighting scheme and any other hardscape items are ready, please submit them for review. Otherwise, the Commission looks forward to the review of the development of the balance of the design and to providing the services of its staff should questions arise.

Sincerely,



J. Carter Brown
Chairman

Michael McGill
Special Assistant for Regional Coordination
U.S. General Services Administration
301 7th Street, SW
Washington, D.C. 20407-0001

cc: Susan H. Jones, NBM
Janet Kenoyer, GSA

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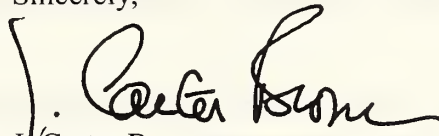
EXHIBIT F

5 February 2002

Dear Mr. Earle:

During its meeting 17 January 2002, the Commission reviewed and approved the proposed sign at the main entrance gate to the U.S. Naval Observatory. The sign, in its simple detailing with 6-inch high letters sand blasted onto the granite stone and illuminated by lamps hidden in the landscaping of the circular flower bed, will be a welcome addition to the entrance to the Observatory.

Sincerely,


J. Carter Brown
Chairman

Lawrence P. Earle
Department of the Navy
Engineering Field Activity Chesapeake
Washington Navy Yard
1314 Harwood Street, SE
Washington, DC 20374-5018

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

EXHIBIT G

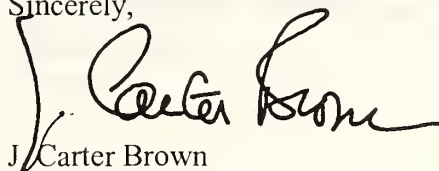
5 February 2002

Dear Mr. Lew:

During its 17 January 2002 meeting, the Commission reviewed the designs for the streetscape design for the area surrounding the new Washington Convention Center and approved all but one item, that item being the wire-suspended streetlights over the centerline of L Street as it passes through the building. The members felt that overhead wires with hanging light fixtures were inappropriate and needed additional study, considering that nowhere else in the city are they used and that, historically, great efforts were made to avoid the use of overhead wires for telephone and electric lines, too. Even the streetcars in the downtown area did not have electric runs above the roadways. It was suggested that the street could be illuminated from fixtures attached to the upper levels of the building, focused to spotlight only the roadbed.

With the exception of this one item the balance of the streetscape scheme carried the consensus of the members for commendation and approval. Please submit a revised lighting scheme for the L Street portion of the project when ready. As always, the staff is available if questions arise.

Sincerely,



J. Carter Brown
Chairman

Mr. Allen Y. Lew
Managing Director of Development
Washington Convention Center Authority
900 9th Street, N.W.
Washington, DC 20001

cc: Ted Mariani, TVS-D&P-Mariani Architects

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EXHIBIT H

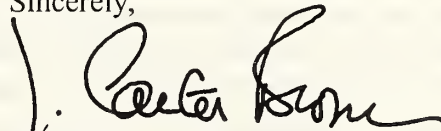
5 February 2002

Dear Mr. Cyrus:

During its meeting 17 January 2002, the Commission reviewed and approved the proposed addition to the Engine Company Number 20 located at 4300 Wisconsin Avenue, NW. The addition, which will house two new fire engines and provide up-to-date facilities, will remove a 1911 one-story addition, and save for the exterior walls, most of the 1901 internal structure. The landmark status designation of the original structure is an issue that will be addressed by the DC Government's Historic Preservation Review Board.

In terms of architectural design, the Commission feels the design of the new structure is sensitive to the historic character of the original firehouse. By taking their lead from the existing details, the details on the new addition help the design complement the historic building. The members considered the proposed alterations and addition to the firehouse to be an appropriate addition to Tenleytown.

Sincerely,



J. Carter Brown
Chairman

Mr. Ralph W. Cyrus, Jr.
COTR, Project Manager
Government of the District of Columbia
Office of Property Management
Capital Construction Services Administration
2000 14th Street, 5th Floor
Washington, DC 20009

cc: Tim Dennée, HPRB
Bruce S. Zivic AIA, Zivic & Hurdle Architects

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EXHIBIT I

5 February 2002

Dear Mr. Williamson:

During its 17 January 2002 meeting, the Commission reviewed a replacement dock proposal for the Washington Marina on the Washington Channel (1300 Maine Avenue, SW) and approved the design of the floating dock system and the overall configuration of the individual boat slips, and applauded your initiative in updating this important facility.

The Commission was shown a variety of alternate colors, and no mention was made of performance characteristics. The members suggested that the decking should be gray in color rather than the advocated tan color, in keeping with the accepted tonality of wooden docks around the world. Only when glaringly new does raw wood appear tan, and soon weathers to a more nautically traditional silvery gray. Subsequent to the meeting, the staff received additional information regarding negative performance characteristics of the gray recycled-plastic decking. We understand that the gray decking might have a relatively high emissivity index compared to the tan decking, which during the summer months would cause the gray material to burn bare feet and, more seriously, to buckle and warp.

If alternative colors are not functional, it is difficult to understand why the manufacturer would continue to supply them. As light and heat absorption is a function of the gray-scale value of a color, we still wonder if a light gray couldn't achieve the same or very close to the same emissivity. As this issue was not raised in the official meeting, a change in the Commission's approval would require a new submission on appeal, with further evidence of why the alternative colors should not have been brought before it.

As always, the staff is available if further questions arise.

Sincerely,


J. Carter Brown
Chairman

Jerry L. Williamson
Chief, Development Finance Division
Department of Housing and Community Development
Government of the District of Columbia
801 North Capitol Street, NE
Washington, D.C. 20002

cc: Bob Stickell, Washington Marina
Joe Wolfe, Project Manager, Dept. of Housing and Community Development

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EXHIBIT J

5 February 2002

Dear Mr. Block:

At its meeting on 17 January 2002, the Commission reviewed the revised plans for the proposed new entrance and lobby addition to McKinley Senior High School at 2nd Street and Randolph Place, NE. The members found the revised scheme to be much improved, with the addition of the narrow windows and the glass entrance surround. However, it was felt that the supporting structure of the surround was too heavy in appearance and that thinner structural members should be used to support the glass. In addition, it was thought that the canopy's tiebacks were unnecessary and could be removed, letting the canopy cantilever from the wall by itself.

One other item that could use additional study was the leading wall of the landing of the exterior stairway from the sidewalk. It could benefit from simplification. The stepped portion of the wall should be eliminated and replaced with a gentle curve to reflect the roof line of the entrance addition and the side walls of the lower flanking stairs or, perhaps, with a simple graceful straight run of the pipe handrail.

Please submit the revised plans detailing the above requested changes to the staff for our delegated approval before the construction permit is submitted to the D.C. Department of Consumer and Regulatory Affairs.

Sincerely,



J. Carter Brown
Chairman

Stanley N. Block, P.E.
Chief, Design Management Branch
Department of the Army
Baltimore District, US Army Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203-1715

cc: Sarah Woodhead, DC PS
Walter Hernson, DC PS
Antoine Plessy, US Army Corps of Engineers
Michael Brodrick, McKissack and McKissack

MS. POURCIAU: Okay, I've talked about the sidewalk widening.

CHAIRMAN BROWN: Yes.

MS. POURCIAU: The next points they made were about the bluestone accents. They thought we had too many all over the place. They discuss eliminating them in total.

We believe that we probably did have too many but we don't want to eliminate them all. You'll find that from the original historic character of Georgetown, bluestone mats and bluestone collars around utilities were prevalent.

So what we've done is we've gone in and eliminated half of the bluestone mats at the entryways so that they only occur about maybe one or two in any block area.

And we've looked at the character of the buildings that we've placed them in front of. They were concerned in their discussions about how they extend out into the sidewalk area so we've tried in most instances to eliminate them from extending beyond what would be kind of the building line from any adjacent projections. So we believe we're responsive to their request yet still trying to maintain a character that we know was once there that I guess we in DDOT have eliminated over time.

MS. DIAMONSTEIN-SPIELVOGEL: I think there is one potential danger and that is that if they're not installed on the same level, you could really trip as you walk down the street. So I think the detailing of how they're installed should be called to your attention.

MS. POURCIAU: Yes, we will definitely install them flush with the other materials.

But the bluestone collars is something that historically was in place and is very practical. Where we have the cut brick around the utility and manhole covers around and throughout the District of Columbia and, I guess, you all are familiar with many other historic areas in the country and the world, you find that they really aren't maintained well. It's not easy to cut them. They deteriorate. They come out.

So we think this will be a nice treatment for Georgetown and we really would like to keep those throughout. And there are a number of those throughout the--

MR. MARTINEZ-CANINO: The Georgetown Board was concerned that looking block by block there are so many of those manholes and electrical utility things and the bluestone makes it more patchy and more noticeable. Maybe there's an alternative, a different material that could be colored to--

MS. DIAMONSTEIN-SPIELVOGEL: And maybe you could work it out when you do the entire streetscape and you see it and it looks like a patchwork, you won't want to do it, either.

MR. ROBINSON: Negotiate the numbers.

MS. DIAMONSTEIN-SPIELVOGEL: Exactly.

MS. POURCIAU: We do have an elimination from what you see there today. Today there's over 300 of these utility obstructions that occur on M Street and between covers that we're removing and some that are incorporated with the crosswalk and the entranceway treatment, we'll eliminate about 100 of those covers that you would see today. So already if you're out there walking around today and what we're going to put in when you reconstruct, we've got about a third less.

CHAIRMAN BROWN: Could you just show us that photograph again that you had? The one in the bottom right gives you an awful lot of bluestone. If it can just be--

MS. DIAMONSTEIN-SPIELVOGEL: The unremitting stone. It needs a border or something.

MR. ROBINSON: Ten-inch border.

MR. McCLURE: The way we've designed them, they're roughly six inches on any direction from the utility.

MR. ROBINSON: Six may be too small a hole, the visual density of that cast iron top. You may have to increase it just a bit.

MS. NELSON: The suggestion is 10?

MR. ROBINSON: Ten.

MS. POURCIAU: Sign post elimination was another recommendation. A lot of the recommendations were getting at trying to maximize pedestrian areas. So we're looking at only using as much as possible the light poles to delineate signage.

And we've put together a special committee in DDOT that will be working with what we call the CRT, the Citizens Community Relations Team. We have a special team of the Georgetown BID, the ANC in Georgetown, CAG, and your representatives have been participating in that group, as well, to look at where we can consolidate regulatory, vehicular and wayfinding-type signage to a minimum. So we're doing an extensive effort on instead of having five different signs on a post, reducing it to one. We've got some examples from New York where they do that very effectively.

CHAIRMAN BROWN: Great.

MS. POURCIAU: So we're hoping that we won't have to put up any additional sign posts but as you realize, sometimes you don't have a light pole exactly where you need it.

MR. CAPOCCIA: Try not to make the mistake they made in New York, which was the poles were too high.

MS. POURCIAU: Yes. We have a height limitation requirement in our regulations, so in keeping with that, it's not too high but hopefully it's high enough so it's not right in your eyesight, line of sight. So we are, in fact, looking at elimination of sign posts.

Parking meter posts is another thing that we're looking at piloting in Georgetown the use of those boxes, the parking meter boxes. They've been used extensively in Montgomery County. We know that they've had some problems there with the use of the boxes and we know that it creates another problem of where we're going to place the boxes near a corner in order to eliminate the parking meters.

But what we want to do, we want to test it on a block in Georgetown. Hopefully we'll be able to get the pilot in place to test it on the first block that we complete, one of the first sections, and see if it works there. If so, we'll put it in place all over Georgetown. If not, we'll have to use the parking meter posts because parking is kind of an important thing to the businesses in Georgetown.

Media enclosures. We're working with the Georgetown BID to, if we're going to put those out there, we want them to be placed where the vendors will use them.

There's actually a test, a pilot going on right now in the Golden Triangle BID area, the Dupont Circle area, that seems to be pretty effective. The Golden Triangle has taken the lead. The District has given them the permits.

They've worked extensively with the newspaper industry and it seems like it's working and we're going to build on that model.

MR. LINDSTROM: They're actually very handsome installations. They're on every corner and they seem to corral the boxes and take up a minimum amount of space but organize it and work very well. So that is an ideal model.

MR. ATHERTON: They're good and strong.

MS. POURCIAU: Twin 20 Washington globe lights. We are using twin 20 Washington globes at intersections and we know that those lights were designed to use only on specific corridors but what we've been doing in many areas of the District of Columbia is trying to eliminate the pendant post lights and take the lighting fixture to a standard that is more attractive.

But we do have a mandate to put in lighting that is in keeping with ASTO standards so a compromise position has been to use twin 20s at intersections in particular because there's a greater expanse to cover for the globe.

If we can't use the twin 20s we're going to have to put the pendant posts in. We understand from the previous meeting that in Georgetown there is a condition where there is a lot of lighting from buildings that exists there and that's a wonderful thing. We cannot light our streets and sidewalks based on that illumination; we cannot. We have a safety requirement, we have a regulatory requirement to meet the standards and if they turn those lights out, we don't meet our standards.

So we have to provide adequate lighting, so that is one area where it's a compromise to try to get a fixture in there that's more in keeping with the overall character of the streetscape but it does take you away from the single globe throughout.

If you were to light a single globe to the illumination required, the lighting would just be awful. I don't even want to present that to you as a compromise position.

The next thing is the elimination of light poles in trees in front of building entrances. We've done that almost 100 percent. There are a few trees that we could not shift and we found those entrances to maybe not be major entrances, not major retail locations, so we believe that we would like to keep a tree in that location and all of the light poles have been moved.

There was one area in particular where the Old Georgetown Board wanted all the trees removed on the M Street side of Georgetown Park and we just think that that is one expanse where trees have survived, where the sidewalks are actually wider on that side of the street than the opposite side, the north side of M Street. We have removed the trees that are closest to the intersection because that is where you really get a lot of conflict between the pedestrian traffic and the turning movements of the vehicles. But we heard so loud and clear from the community that they felt trees were such an important part of this project and we really did a lot of work to try to locate them with all the underground utilities and the many other uses that are there that we would like to keep those trees in that area.

Handicapped ramps. There was some concern about handicapped ramps abutting each other and creating an unsafe condition where you don't have adequate clearance to have a flat surface between the two ramps. We've looked at all of the ramps. We found that although we don't like the flush ramps in the intersection, that in some places that's the only way we could provide them, in keeping with the recommendation of the Old Georgetown Board, and we've placed them that way at those intersections.

CHAIRMAN BROWN: What's the argument against having them flush?

MR. MARTINEZ-CANINO: The recommendation of the board was that instead of having the one limited width--

CHAIRMAN BROWN: No, I know, but why not have--

MS. POURCIAU: The Americans with Disabilities Act has found that the flush in the intersection pushes or directs the unsighted community or the community that uses a wheelchair into the intersection, rather than toward the crosswalk.

CHAIRMAN BROWN: So if you're both in a wheelchair and blind, I guess.

MS. POURCIAU: That's right.

CHAIRMAN BROWN: I don't know what percentage of the population that is.

MS. POURCIAU: Right. But the purpose of those ramps is to supply safe movement of those communities, as well as people using bicycles and pedestrians and--

CHAIRMAN BROWN: Right.

MR. MARTINEZ-CANINO: The Georgetown Board felt that instead of having the curb itself, to have the whole sidewalk kind of depressed down to the corner, so you have the wide range of options of where to go.

MR. LINDSTROM: They didn't specifically ask for just one ramp on the 45-degree angle but to take the beginnings of the two ramps and then just flatten the whole corner out so the whole corner actually went down to the street level. That way you could get access from all directions because quite a few of the corners, it was very, very tight and you'd have the ramp and you would come up and only have a matter of a foot or two to the building face and you couldn't get up it with a wheelchair without having to turn.

Then a lot of times the two ramps were so close you had this little vestige of a curb between the two that looked more like a trip hazard than anything else, so you get this little bump. They said just to smooth those out.

CHAIRMAN BROWN: Just flatten it out.

MR. LINDSTROM: Exactly.

MS. POURCIAU: So we've eliminated those vestiges and we've made sure that the curbs occur at 90-degree angles and not at these little twisting corners.

Just another thing about those flat curbs. Cars come up on them, so that's another hazard for pedestrians. So we're just trying to address all these issues.

And I think the last thing was the bench style, and we're working on an improved bench style.

CHAIRMAN BROWN: Sounds good.

MR. MARTINEZ-CANINO: Could I have a point of clarification with the Commission's position on the use of the twin 20s?

CHAIRMAN BROWN: It seems force majeure. I don't know that there's much we can do about it. Does anyone have any strong--is there another solution?

MR. LINDSTROM: One of the issues is that at each intersection there are eight twin 20s. There are two per corner and they're set on each corner perpendicular to the line of the face of the buildings. The original intention with the twin 20s is that they were aligned perpendicular to the face of the corner.

So they have them set this way and this way and it would mean that as you look down a block, even the residential blocks or the others, you would have a single row of lights and then all of a sudden you'd have two and the whole idea with the twin 20s was initially that they would line the great grand avenues and that they were turned perpendicular so that when you did look down, you would have a singular line instead of a double line.

It just presents a very new usage for the twin 20 that the staff and the Old Georgetown Board raised the usage of these lights in this manner.

MR. ATHERTON: But don't you think that lining them up, though, in the traditional fashion would be a reasonable compromise?

MR. LINDSTROM: I think so.

MR. ATHERTON: Instead of making them perpendicular.

MS. POURCIAU: We have changed the alignment to make it in keeping with that recommendation.

MR. LINDSTROM: Then the other issue with that is that the twin 20s are actually 24 feet tall and then the single globes are only 18 feet tall. So then you have this lower level in the midblock and then at the corners they pop up. Whether that's an issue or not--

MR. ROBINSON: It punctuates the corners.

MS. BRODY: At the corner it's not such a big deal.

CHAIRMAN BROWN: All right. So we are persuaded that you have done your homework.

MS. POURCIAU: Thank you.

THE COMMISSION OF FINE ARTS

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EXHIBIT K-1

5 February 2002

Dear Ms. Pourcieau:

The Commission was pleased to meet with you during its meeting 17 January 2002, to review the proposed Streetscape Improvement Plan for M Street in the Georgetown Historic District. We commend you for your efforts to meet with members of the community. The sidewalks on M Street are much in need of the proposed improvements, and we are glad to see you working with the Old Georgetown Board on the final details to make them a reality. With the combined utility work presently in progress in Georgetown, this is the appropriate time to take advantage and improve the pedestrian experience as well as cleaning up public space.

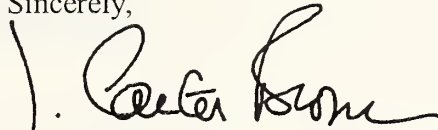
The Board has looked at the proposed design very closely, including a site visit with the drawings at hand. They have provided a list of recommendations that we consider are in line with what we would like to see happen. We realize that the widening of the sidewalks, which presently are very narrow, may be beyond what is feasible at this time. Ideally, more space should be allocated to the pedestrian, particularly on these crowded thoroughfares in the historic district. We hope this would continue to be studied, and to be implemented at the next available opportunity.

We are glad to hear you are addressing the recommendations of the Board. The lampposts will be used to display street signs, eliminating the number of signposts that currently crowd the sidewalks. Twin-Twenties will be used at the intersections to provide the required level of illumination. These double globe lampposts should be installed parallel to the street. We are happy to hear you are studying what other jurisdictions use in terms of centralized parking meters and newspaper vending enclosures, again to reduce the number of obstructions and improve the appearance of the district. In any case, the media enclosure signpost is unnecessary and can be deleted. Your careful attention to the handicapped ramps at intersections will prevent hazardous conditions. We appreciate that the community has requested as many trees as possible. We would hope these will be taken care of and not create new obstructions in front of entrances to businesses. The reduction of the number of manhole covers may allow for the installation of 10-inch wide bluestone surrounds. If this results in a patchwork appearance on the sidewalk, the use of bluestone may have to be reconsidered, or at the least, considerably reduced.

The various bricks selected for the sidewalks will lend a nice touch to the historic character of the district. With these caveats, consider your design approach approved.

These recommendations can be applied as well to the proposed improvements for Wisconsin Avenue, hopefully early in the design stage. We look forward to the review of a simplified scheme as you continue to work with the Georgetown Board on those items that have not yet been resolved.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown". The signature is fluid and cursive, with a large initial "J" and "C".

J. Carter Brown
Chairman

Michelle Pourcieau
Deputy Director, District Division of Transportation
Government of the District of Columbia
Department of Public Works
2000 14th Street, NW
Washington DC 20009

cc: Ali Shakeri, WMATA
Craig McClure, Lee & Liu Associates Inc.
Peter Pulsifer, ANC 2E
Barbara Zartman, CAG
Tim Dennée, HPD

REPORT OF THE OLD GEORGETOWN BOARD
to
THE COMMISSION OF FINE ARTS

17 January 2002

Discussion ITEM:	M Street Streetscape DC Department of Transportation Georgetown Partnership	Final review Phase I
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REPORT: The Commission had reviewed the general concept for the M Street and Wisconsin Avenue Streetscape Master Plan prepared by the District's Department of Transportation (Ddot), at their meeting of 19 July 2001. Ddot has developed the plan in more detail for M Street. The Old Georgetown Board reviewed the design development at their meetings of 6 December 2001 and 3 January 2002, having performed a site visit walk-through on 21 December 2001. In general, the Board feels that with all the work involved and money spent on this project, it won't show significant improvement to the pedestrian experience on M Street, which currently is constricted and overly congested.

The Board offers the following comments:

- This could be an opportunity to accommodate traffic flow and improve pedestrian flow by widening the sidewalks. This could be accomplished by eliminating one of the six vehicular traffic lanes. They recognize the difficulties associated with moving curbs and the related utilities. A portion of the sidewalk on one block is being widened in the present design, so this is not beyond the realm of possibility.
- The addition of bluestone "mats" extending beyond building entrances and using bluestone to surround manholes and utility covers was found to be excessive and unnecessary and can be deleted from the final design.
- There are too many visual and physical obstacles on the sidewalks. As much as possible, the obstructions should be reduced by combining signs with lampposts, eliminating the need for a large number of the proposed sign posts.
- A consideration should be given to eliminating parking meters on M Street, as they add more pedestrian obstructions to the sidewalks.

- The media enclosures are not large enough to include all the major newspapers, which questions the benefit of the enclosures. Also, the design provides too much unnecessary space around the media boxes, and the overhead sign post should be deleted.
- Bike racks and media enclosures should not be installed at the intersection of M Street and Wisconsin Avenue, a very congested pedestrian crossing. Bike racks could be located further down the side streets, closer to the C& O Canal and the bike path.
- The Board is concerned about the mix of single globe and double globe lampposts. The double globe "Twin-Twenties" were designed to be used along major avenues; M Street is not one of them. The current plan proposes eight Twin-Twenties at each intersection (two per corner), installed perpendicular to the street, placing some on side streets. The Board recommends single globe lampposts be used throughout.
- Care should be given to avoid the location of trees or lampposts immediately in front of building entrances. Rather than force the location of these elements based on a design premise, the building entrances should take priority and not be obstructed.
- On the block of Georgetown Park, which has a narrow sidewalk, tree boxes should be deleted to reduce obstructions and help relieve congestion.
- Handicapped access ramps at intersections, many of them designed as double curb-cuts, should be combined into a single slope of the entire sidewalk corner to ease access for the handicapped and other pedestrians.
- The design of the benches for the east gateway park should be more appropriate to the character of the Georgetown Historic District, rather than the modern styled benches presently proposed.

These comments are forwarded to the Commission for their review of the proposed design for the M Street Streetscape.

